[002] This application is a national stage completion of PCT/EP2003/013619 filed December 3, 2003 which claims priority from German Application Serial No. 102 58 505.9 filed December 14, 2002.

[003] FIELD OF THE INVENTION

[005] BACKGROUND OF THE INVENTION

[010] SUMMARY OF THE INVENTION

[020] BRIEF DESCRIPTION OF THE DRAWING

[021] ~~For better understanding of the invention, the same as of the different embodiments thereof, with the description is enclosed one drawing showing a diagrammatic cross-sectional graph of the electromagnetically actuatable transmission brake~~ The invention will now be described, by way of example, with reference to the accompanying drawings in which:

[022] The sole Figure shows a diagrammatic cross-sectional view of an electromagnetically actuatable transmission brake.

[023] DETAILED DESCRIPTION OF THE INVENTION

[029] This embodiment makes clear that the transmission brake 1 can also be implemented without a hydraulic or pneumatic actuation device. In addition, the integration of essential parts of the transmission brake 1 in the transmission housing wall 2 allows a very compact design.

[033] With the inventive transmission brake 1 is associated the further advantage that as a result of the adjustability thereof the friction element temperature can also be compensated. At the same time, the temperature compensation preferably is already a component of the control and regulation program stored in the control and regulation device.

[034] One other aspect of the invention concerns the regulatable braking force of the transmission brake 1 so that it can be used for different transmissions without important structural changes. Needed adaptations are, as a rule, confined to a change of the control and regulation software in the control and regulation device and, when needed, a change of the number of brake discs.

[035] In one other development of the invention, the brake discs are designed so that their surface are corrugated, preferably sinusoidally corrugated, in peripheral direction. By such a construction, an especially quick loosening of the friction elements 5 from each other results when disconnecting the coil current so that the transmission brake 1, under quick regulation instructions, can react with quick tightening and detaching operation.

[036] With the transmission brake 1 introduced here, it is accordingly possible to always implement an optimal synchronization operation under all marginal conditions.